



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Report on Truck Parking and Travel on City Streets

MEETING DATE: February 3, 1993

PREPARED BY: Public Works Director

RECOMMENDED ACTION: That the City Council review the report on truck parking and travel on City streets and, if desired, set a public hearing for March 3, 1993, to consider changes in City ordinances.

BACKGROUND INFORMATION: At the June 17, 1992 meeting, City Council reviewed the Public Works Department's recommendation regarding increased truck parking restrictions on City streets in response to citizen complaints. Prior to taking any action on this matter, Council directed staff to meet with the Chamber of Commerce and the trucking industry for their comments.

The Chamber sponsored two meetings, held on July 10 and July 22, 1992. City staff presented the problems and possible solutions at these meetings. The first meeting involved the Chamber's Government and Transportation Review Committee, Chamber Directors and general membership. Two large trucking firms were represented at the first meeting. At the second meeting, which was targeted towards independent truckers, only one representative from the trucking industry was in attendance along with three concerned citizens. The comments received from the Chamber meeting are presented in Appendix 1 of the attached report.

At the request of one independent trucker, the Council meeting was postponed until the beginning of the year, a less busy time for most independent truckers. The trucking businesses notified of this Council meeting are shown on the attached mailing list. A truck driver who attended one of the Chamber's meetings volunteered to notify independent truckers.

The Council Communication was expanded in the attached report to include complaints and problem areas received through the City's complaint system regarding truck parking and truck travel. The report also includes the existing regulations and restricted locations, and past discussions and Council action on truck issues. This report is summarized below:

Report Summary

Since most of the changes being recommended require a modification of the Lodi Municipal Code (LMC), no final action can be taken until a formal public hearing is held on the specific changes.

APPROVED

THOMAS A. PETERSON
City Manager



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CTRUCKPK.1/TXTW.02M (CO.COM)

January 27, 1993

Staff has prepared three alternatives addressing truck parking and travel issues. The first alternative is to modify the existing truck parking ordinance by changing the definition of "residential district" as defined in LMC Section 10.52.050. Under this alternative, truck parking would be prohibited adjacent to nonresidentially zoned areas located on two-lane roadways if a "residential district" exists across the street, unless it has reverse frontage. The second alternative is to consider repealing the existing truck parking ordinance and establishing a "truck route" system, thereby allowing truck parking only on those routes. The third alternative is to leave the existing truck parking ordinance as is and install no-parking zones as truck parking problems are reported. A summary of the advantages and disadvantages of these alternatives are presented in the attached table.

After reviewing the alternatives and comments received regarding this matter, staff recommends that the City Council set a public hearing to consider Alternative 1 since it satisfies the City's intent to prohibit truck parking near residences while providing considerably more available truck parking than Alternative 2. Also, the amount of additional restricted area will not severely affect the total amount of City-wide truck parking currently available. Staff has no major objections to Alternative 2 since it can be used to regulate truck travel as well as truck parking and can be written to eliminate truck parking in residential areas, similar to the existing truck parking ordinance. Staff's major concern is the reduction of available truck parking and that truck parking would not be permitted in commercial and industrial areas not on the truck routes. Staff does not recommend Alternative 3 due to its ineffectiveness in controlling truck parking and the cost to evaluate, install and maintain no-parking zones. Also, an excessive amount of passenger vehicle parking would have to be eliminated in order to keep trucks from parking in undesirable areas.

Staff also recommends setting a public hearing to change a section of LMC 10.52.050 which reads "maximum gross weight of five tons" to "maximum gross vehicle weight rating of 10,000 pounds". This change conforms with the Vehicle Code.


The final item for Council review through the hearing process is the existing ordinance regulating commercial vehicle travel on City streets (LMC 10.52.010). Staff feels the wording should be changed in order to make it clear that it is legal to regulate vehicle travel based on the number of axles as provided in the California Vehicle Code. The existing ordinance is attached in the report. As stated in the report, it is easier for police officers to enforce the number of axles of a vehicle rather than the weight limit. Therefore, staff also recommends that the streets listed below be changed as shown. Any future vehicle travel restrictions will be proposed based on vehicle axles.

- ° Holly Drive (all) - Change from "commercial vehicles and vehicles over 3 tons prohibited" to "commercial vehicles over 2 axles prohibited".
- ° Tokay Street (from Stockton Street to Cherokee Lane) - Change from "commercial vehicles and vehicles over 5 tons prohibited" to "commercial vehicles over 2 axles prohibited".

Report on Truck Parking and Travel on City Streets
February 3, 1993
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With Council direction on these items, staff can prepare the necessary ordinance and resolution modifications.

FUNDING: To be determined.


for Jack L. Ronsko
Public Works Director

Prepared by Paula J. Fernandez, Associate Traffic Engineer, and
Rick S. Kiriou, Senior Engineering Technician

JLR/RSK/lm

Attachments

cc: City Attorney
Police Chief
Street Superintendent
Associate Traffic Engineer
Gary Lund, Independent Trucking Industry
Local Trucking Industry
Concerned Citizens

Public Works Director's 5/25/87 letter to members of the local truck industry
sent to:

Robert's Petroleum
930 E. Victor Road
Lodi, CA 95240

Paul E. Vaz Trucking
12856 East Harney Lane
Lodi, CA 95240

Tom Zayas, Inc.
26353 North Vail Road
Thornton, CA 95686

D.H. Winn Trucking, Inc.
19555 North Tully Road
Lockeford, CA 95237

Valley Material Transportation, Inc.
415 S. Sacramento Street
Lodi, CA 95240

Bob L. Tonn Trucking
7000 East Kettleman Lane
Lodi, CA 95240

Tiger Lines, Inc.
~~927 Black Diamond Way~~ PO Box 1940
Lodi, CA 95240 95241

Teresi Trucking
900 1/2 E. Victor Road
Lodi, CA 95240

T & T Trucking, Inc.
11396 North Highway 99
Lodi, CA 95240

Stribling Bros. Livestock Transportation
13226 McFarland
Galt, CA 95632

Schulz Bros. Trucking
24375 North Kennifick Road
Galt, CA 95632

11964 12000 East Liberty Road
GALT Lodi, CA 95240 95632

Potter Enterprises, Inc.
615 East Pine Street
Lodi, CA 95240

PIE Nationwide
2007 North Wilson Way
Stockton, CA 95205

Matheson Fast Freight, Inc.
102 E. Walnut Street
Lodi, CA 95240

Mr. Trucker
860 E. Pine Street
Lodi, CA 95240

Lodi Truck Service
1430 S. Cherokee Lane
Lodi, CA 95240

Kishida Trucking
19555 North Highway 99
Acampo, CA 95220

Kishida Trucking Co.
1725 Ackerman
Lodi, CA 95240

JSG Trucking Co., Inc.
19400 North Highway 99
Acampo, CA 95220

Charlie Guess Trucking
12101 East Brandt Road
Lockeford, CA 95237

Garcia's Trucking
4679 East Harvest Road
Acampo, CA 95220

FTG Construction Materials
804 N. Cluff Avenue
Lodi, CA 95240

Les Calkins Trucking
19501 North Highway 99
Acampo, CA 95220

Cabral Trucking Service
~~25680 N. Cherokee Lane~~ P.O. Box 132
Acampo, CA 95220 Lodi, CA 95241-0132

C.W. Enterprises
23987 North Highway 99
Acampo, CA 95220

Bodine Trucking
23835 North Dustin Road
Acampo, CA 95220

Beach Trucking
13531 Ivie Road
Galt, CA 95632

Frank C. Alegre Trucking, Inc.
803 N. Cluff Avenue
Lodi, CA 95240

Pacific Coast Producers
32 E. Tokay Street
Lodi, CA 95240

General Mills, Inc.
2000 West Turner Road
Lodi, CA 95240

Table

Truck Parking and Travel Alternatives

ALTERNATIVES	ADVANTAGES	DISADVANTAGES
Alternative 1, Modify existing ordinance	<p>Eliminates truck parking adjacent to residences (except those in commercial zone districts)</p> <p>Allows truck parking adjacent to all major shopping centers</p> <p>Provides more available truck parking locations than Alternative 2</p>	<p>Difficult for Police Department to enforce</p> <p>Due to lack of signs, public would continue to be unaware of restricted areas</p> <p>Has no effect on truck travel</p>
Alternative 2, Establish truck routes	<p>Eliminates truck parking adjacent to residences, except for those on a truck route</p> <p>Ease of parking enforcement for Police Department. Trucks parked off of routes would be in obvious violation.</p> <p>Restricts both truck parking and truck travel off of truck routes</p>	<p>Truck parking allowed only on truck routes. Illegal adjacent to all commercial and industrial areas off of routes</p> <p>Difficult to determine truck route violators. Police Department would have to follow possible violators</p> <p>Truck parking adjacent to residential locations would be allowed unless signs or prohibited by ordinance</p>
Alternative 3, Install "no parking" zones	<p>Signs provide easiest Police Department enforcement and notification to public</p> <p>Allows for specific placement of restricted parking areas</p>	<p>Allows truck parking adjacent to all residences unless signs are posted</p> <p>Difficult to regulate truck parking. Trucks may move as "no parking" zones are added</p> <p>Large number and high cost of sign installation</p> <p>Other than at intersections (where 6' + restriction could be used), parking would be eliminated for all types of vehicles</p>

REPORT
ON
TRUCK PARKING AND TRAVEL ON CITY STREETS

January, 1993

Prepared by the City of Lodi Public Works Department

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♦ COMPLAINTS/PROBLEM AREAS

Annually, the city receives several complaints related to trucks. The majority of the complaints received are related to truck parking causing sight problems, followed by truck travel on city streets and noise created by trucks parking near residences. The types of complaints received and problem locations identified from 1988 to the present are shown below.

Truck Parking

Over half (69%) of the truck complaints received are related to truck parking. Of these, the majority of complaints are due to trucks parking too close to intersections and driveways that are creating sight problems for drivers attempting to enter the roadway. Other complaints received are trucks parking in residential areas and noise created by truck motors and refrigerator units. The legal truck parking locations where complaints have been received are listed below and shown on Exhibit A. The list includes both sight problems and noise complaints and are shown in order with streets having the most complaints at the top.

- Cherokee Lane - all
- Kettleman Lane - all
- Lockeford Street - east and west of Pleasant Avenue
- Tokay Street - east of Main Street
- Stockton Street - north of Neuharth Drive and south of Mission Street
- Mills Avenue - south of Turner Road
- Beckman Road - south of Industrial Way
- Pleasant Avenue - north of Lockeford Street
- Elm Street - west of Ham Lane

Locations where complaints have been received and truck parking is illegal under the existing truck parking ordinance are listed below.

- Harney Lane - east of Hutchins Street
- Ham Lane - south of Vine Street
- Walnut Street - west of Ham Lane
- Kettleman Lane - east of Central Avenue (Lodi Academy)
- Central Avenue - north of Kettleman Lane
- Cherokee Lane - south of Almond Drive
- Lower Sacramento Road - south of Turner Road

Truck Travel

Approximately one out of six (15%) of the truck complaints received are related to truck travel on City streets. The streets where truck travel is legal and complaints have been received are listed below and shown on Exhibit B. They are listed in order with the streets with the most complaints at the top.

- Mills Avenue - Turner Road to Lodi Avenue
- Pioneer Drive - west of Cherokee Lane
- Church Street - south of Kettleman Lane
- Wimbledon Drive - east of Ham Lane
- Century Boulevard - east of Cherokee Lane (complaints regarding potential truck traffic when street is extended to Stockton Street in 1993)

No complaints have been received at locations where truck travel is currently restricted; however, the street having the most truck travel complaints was Almond Drive. This street is not listed above since commercial vehicle restrictions were implemented by City Council in November of 1992.

● EXISTING REGULATIONS and RESTRICTED LOCATIONS

Truck Parking

The city's existing truck parking ordinance prohibits truck parking on any street in a "residential district" (Exhibit C). A "residential district" is defined as residentially zoned areas designated by the City Zoning Code (any "R-" district) and includes schools, parks, playgrounds, community centers, churches, museums, golf courses (excluding miniature golf courses) and similar recreational uses of a noncommercial nature, and public utility service buildings located in a residential district. Commercial vehicles in the process of being loaded or unloaded are exempt from this restriction. Truck parking is legal adjacent to all other areas such as areas zoned commercial and industrial. However, all vehicles, including commercial vehicles are subject to the 72 consecutive hour parking limit specified in the Lodi Municipal Code. Since zoning boundaries extend only to the middle of the street, the existing truck parking ordinance allows truck parking across the street from some residences. When this situation occurs on a narrow street, the noise created by trucks is still close enough to affect these residents.

In addition to the existing truck parking ordinance, section 22507 of the California Vehicle Code (Exhibit D) allows local authorities to prohibit or restrict the stopping, standing or parking of vehicles six feet or more in height within 100 feet of any intersection, on certain streets or highways, or portions thereof, during all or certain portions of the day. This restriction is selective since it prohibits the parking of only the vehicles creating a sight problem (vehicles six feet or more in height). Parking of vehicles under six feet high would be permitted. This is especially effective at locations where parking demand is high or where eliminating parking for all vehicles would create a hardship for the adjacent business. Currently this restriction exists on the street shown below. The Police Department has indicated that they have experienced no enforcement problems with this installation.

- Cherokee Lane - (west side) from Almond Drive to 100 feet north of Almond Drive

Truck Travel

Currently, city wide truck travel is not regulated except for four residential streets and street segments where truck travel is restricted. These restrictions are based on both vehicle weight and number of axles. The enforcement of these restrictions are performed by the Police Department. Currently, only one officer is trained to identify and cite commercial vehicles exceeding posted weight restrictions. In order to cite violators using this type of restriction, the vehicle must be driven to the truck scale on Main Street north of Lodi Avenue to be weighed. Since this is the only scale available within a reasonable distance, and it is not open 24 hours a day, this restriction is rarely enforced. It is easier for the Police Department to enforce truck travel restrictions based on the number of vehicle axles since any police officer can cite violators and no vehicle weighing is required. All of the existing streets with commercial vehicle restrictions are shown below.

- Holly Drive - commercial vehicles and vehicles over three tons prohibited
- Tokay Street from Stockton Street to Cherokee Lane - commercial vehicles and vehicles over five tons prohibited
- Almond Drive from Cherokee Lane to Stockton Street - commercial vehicles with three or more axles are prohibited
- Turner Road from Highway 99 to Lower Sacramento Road (north) - commercial vehicles with three axles or more are prohibited (excluding commercial vehicles originating or making deliveries within the City of Lodi)

♦ PAST DISCUSSION/COUNCIL ACTION

Past discussion and council action related to truck parking and truck routes are shown on Appendix 2.

● ALTERNATIVES

Staff has prepared three alternatives addressing these alternatives. The first alternative is to modify the existing truck parking ordinance (Lodi Municipal Code Section (LMC) 10.52.050) by changing the definition of "residential district". The second alternative is to consider repealing the existing truck parking ordinance and establishing a "Truck Route" system, thereby allowing truck parking only on those routes. The third alternative is to leave the existing truck parking ordinance as is, and install "no parking" zones as truck parking problems are reported. Discussion on these alternatives is shown below. The advantages and disadvantages to these alternatives are summarized on Exhibit E.

Alternative 1

MODIFY THE EXISTING TRUCK PARKING ORDINANCE (LMC 10.52.050)

Change the definition of "residential district", for the purpose of this section, to state that if each side of the street are zoned differently, the more restrictive zone would apply to both sides of the street. This definition, as proposed, would not apply to state highways, wide streets (four lanes or more), or where the residential side of the street has reverse frontage. All of the other restrictions in the existing truck parking ordinance would remain in effect. Staff has discussed this definition change with the City Attorney, Municipal Court Judges, and Police Chief and received no objections.

The basic change that will occur with this modification is the prohibition of truck parking in areas that the existing truck parking ordinance was originally designed to take care of, but could not due to the interpretation of "residential district". Under this alternative, truck parking would be prohibited adjacent to non-residentially zoned areas located on two lane roadways if a "residential district" exists across the street unless it has reverse frontage. This would result in truck parking continuing to be legal adjacent to shopping centers and eating establishments on Kettleman Lane and on Turner Road. Truck parking in areas such as north Millis Avenue and Church Street south of Kettleman Lane where residences exist across the street would be illegal. The large map (Exhibit F) indicates existing restricted areas and additional areas where truck parking would be restricted under this definition.

Alternative 2

REPEAL EXISTING TRUCK PARKING ORDINANCE AND ESTABLISH TRUCK ROUTE SYSTEM

This alternative would designate streets where through truck travel would be permitted. Only trucks in the process of making a pick up or delivery would be allowed to deviate from these routes, thus parking off the route would be prohibited. Truck parking in commercial and industrial areas not on a truck route would be illegal. The initial proposed truck routes are the same streets and portions of streets proposed to city council when the traffic resolution was adopted in October of 1987. These routes are indicated on Appendix 2 and show on Exhibit G.

Alternative 3

MAKE NO CHANGES TO THE EXISTING TRUCK PARKING ORDINANCE AND INSTALL "NO PARKING" ZONES AS FUTURE PROBLEMS OCCUR

Posting "no parking" signs to regulate truck parking in areas not covered by the existing truck parking ordinance would require removing on-street parking for all vehicles just for the purpose of discouraging truck parking. If the truck parking problems are occurring adjacent to intersections, restricting truck parking of vehicles six feet in height and over can be used. Either of these methods will result in the installation and maintenance of numerous restricted parking zone signs.

♦ DISCUSSION:

Alternative 1

Alternative 1 satisfies the city's intent to prohibit truck parking near residences. Under this alternative truck parking would only be allowed where residences exist in commercial zone districts. Parking at the few locations where this condition exists can be restricted if truck parking problems occur. This alternative would result in restricting truck parking on 4 of the 11 streets and street segments where truck parking complaints have been reported. The only location on the complaint list where truck parking would be legal adjacent to residences is on Lockeford Street east of Pleasant Avenue, because in this area both sides of Lockeford Street is zoned commercial.

Under this alternative, the availability of truck parking adjacent to the PCP cannery area on Stockton Street and General Mills on Mills Avenue would be affected. Both PCP and General Mills have indicated that on street parking for trucks is not needed for their businesses.

Alternative 2

Alternative 2 will severely reduce the number of locations where truck parking would be allowed since truck parking is allowed only on truck routes. If this alternative is chosen, restricting truck parking adjacent to residences along these routes should be restricted in a similar fashion as the existing truck parking ordinance. Also, since determining truck route violators is difficult, the benefit of a truck route just for the purpose of restricting truck parking may be overkill. None of the streets where truck travel complaints have been reported are recommended as truck routes.

Alternative 3

Alternative 3 would continue to make it difficult to regulate truck parking since it would be legal at all locations not covered by the existing truck parking ordinance or where no other parking restrictions exist. Regulating truck parking under this alternative will require the continued evaluation and council action on parking restriction locations where truck parking is a problem. Due to the amount of passenger vehicle parking that would have to be eliminated and the quantity of "no parking" signs that would have to be installed and maintained, this alternative is not practical.

◆ **RECOMMENDATION:**

The following three proposed modifications to existing ordinances will require that a public hearing be set. Regardless if council chooses to address the existing truck parking situation, staff feels that it important that the remaining ordinance modifications be made to clarify the weight limit used to restrict commercial vehicle parking and the use of vehicle axles in regulating vehicle travel, since they are currently being enforced by the Police Department. The three proposed modifications are shown below.

In regards to truck parking on city streets, staff recommends that the city council approve changing the definition of "residential district" as defined in LMC Section 10.52.050 (Alternative 1), since it satisfies the city's intent to prohibit truck parking near residences while providing considerably more available truck parking than Alternative 2. Also, the amount of additional restricted area will not severely affect the total amount of citywide truck parking currently available. Staff has no major objections to Alternative 2 since it can be used to regulate truck travel as well as truck parking and can be written to restrict truck parking in residential areas, similar to the existing truck parking ordinance. Staff's major concern is the considerable reduction of available truck parking and that truck parking would not be permitted in commercial an industrial areas off of the truck routes. Staff does not recommend Alternative 3 due to its ineffectiveness in controlling truck parking and the cost to evaluate, install and maintain "no parking" zones. Also, an excessive amount of passenger vehicle parking would have to be eliminated in order to keep trucks from parking in undesirable areas.

Staff's other concern regarding this code section (LMC 10.52.050), is how weight limit restrictions are specified. To conform with the California Vehicle Code, it is recommended that the "maximum gross weight of five tons" be changed to "maximum gross vehicle weight rating of 10,000 pounds".

The final item for council review is the existing ordinance regulating commercial vehicle travel on city streets (LMC 10.52.010). Staff feels the wording should be changed in order to make it clear that it is legal to regulate vehicle travel based on the number of axles the vehicle has, as provided in the California Vehicle Code. The existing ordinance is attached as Exhibit H. Due to the ease of enforcement provided based on vehicle axles, staff also recommends that the streets listed below be changed as shown. Any future vehicle travel restrictions will be proposed based on vehicle axles.

- Holly Drive (all), change from "commercial vehicles and vehicles over 3 tons prohibited" to "commercial vehicles over 2 axles prohibited"
- Tokay Street (from Stockton Street to Cherokee Lane), change from "commercial vehicles and vehicles over 5 tons prohibited" to "commercial vehicles over 2 axles prohibited"

Appendix 1

The following concerns were expressed at the meeting with the Chamber of Commerce and through the city's traffic complaint system.

- If the City is going to continue to eliminate truck parking, they should provide parking lots.

Providing off-site parking lots for trucks is not a responsibility of the City; however, regulating parking in the public right-of-way is. The City's responsibility is to provide roadways that are safe to travel and review locations where truck parking problems are reported.

- The trucking industry provides an important service to the City so we should not discourage trucking in Lodi by regulating truck parking.

The trucking industry does provide a valuable service to the city. Under the existing ordinance, there are several locations in the city where truck parking is legal.

- Would small commercial businesses in areas that are surrounded primarily by residences be allowed to park their trucks on the street.

Trucks belonging to a commercial business would be allowed to park on the street adjacent to their business unless they are on a two lane street where the opposite side of the street is in a "residential district" without reverse frontage. On site parking will not be affected.

- Should the weight limitations specified in the existing truck parking ordinance be reduced or split into categories to allow "U-Haul" and "Ryder" type of trucks.

Reducing or splitting weight limitations into categories is not recommended. Since the idea behind restricting truck parking is to prohibit the size of truck that could become a problem, reducing weight limitations could result in an ineffective ordinance by permitting unwanted truck parking. Splitting weight limitations into categories would make enforcement very difficult for Police Officers. Not only would this option require many different types of signs and be confusing to drivers it would also require special training for the Police Department to be able to determine which category the truck belongs in as well as if the truck is illegal or not. Since truck parking is permitted in residential areas during deliveries and pick ups there does not seem to be a need to lower the existing weight limitations to allow these types of trucks.

- **Trucks should be parked only for deliveries, no other reason**

Allowing trucks to park only while making deliveries would certainly take care of many of our truck parking problems; however, it is not very reasonable solution to the truck parking problem. Just like everyone else, trucks drivers may need to stop to eat, sleep or rest. The city feels it reasonable to permit truck parking for these purposes as long as they are in a suitable location.

- **Residential streets in Lodi are too narrow to allow truck parking**

It is agreed that truck parking should not be permitted on residential streets for many reasons in addition to street width. Under the existing truck parking ordinance, truck parking is permitted on only a few residential streets where commercial or industrial zoning exists on one side of the street.

- **Eliminate truck parking on residential streets**

See comment to preceding item.

- **Trucking Companies in or near the city limits should have parking facilities for their equipment**

Based on field surveys related to complaints, staff does not believe that trucks from local trucking companies play much of a role in the truck parking problems reported to the city. Staff believes that most of the truck parking problems in residential areas are due to independent truckers who live in or are visiting Lodi.

- **Parked trucks give Lodi the picture that we do not care about the residents of our community**

The reason a truck parking ordinance was created is to benefit the residents in the community. Based on all of the goods and services provided by the trucking industry, truck parking is bound to occur. The city is doing as much as possible to balance the need for truck service and the needs of the community.

- **Streets with no commercial uses should be posted with a weight limit**

Posting weight limit signs on every street in town where no commercial uses exists is not a reasonable solution due to the large number of signs which would have to be installed and maintained. Establishing a truck route system is the only way to regulate citywide truck travel since it would not allow truck travel off of the route unless in the process of making a pick up or delivery.

Appendix 2

● TRUCK PARKING

November 1987 - Truck Parking Ordinance (L.M.C. 10.52.050) adopted by city council

June 1992 - Staff proposed modifications to the existing truck parking ordinance

Council directed staff to discuss modifications with the trucking industry, Pacific Coast Producers, and the Chamber of Commerce.

● TRUCK ROUTES

November of 1986 - Establishing truck routes in Lodi was first discussed

The consulting firm of TJKM conducted an analysis of potential truck routes through the city. The recommended truck routes were:

- Cherokee Lane - all
 - Hutchins Street - south of Kettleman Lane
 - Kettleman Lane (State Highway 12) - all
 - Lower Sacramento Road - all
 - Turner Road - from Lower Sacramento Road/Woodhaven Lane to Lower Sacramento Road (north)
- Kettleman Lane is part of the State Highway System and is therefore under Caltrans jurisdiction.

July, August, and October of 1987- Public meetings were held regarding truck routes

As a result of these meetings between the city and the trucking industry the following streets were proposed as truck routes. The streets staff recommended by both trucking firms and city staff are indicated with an asterisk (*). The remaining streets staff had no recommendation on.

- Beckman Road - from Kettleman to Victor *
- Beckman Road - from Lockeford to Turner
- Cherokee Lane - all *
- Cluff Avenue - from Turner to Victor *
- Ham Lane - from Harney to Turner
- Hutchins Street - from Kettleman to Lodi
- Hutchins Street - Kettleman to Harney *
- Kettleman Lane (State Highway 12) - all *
- Lodi Avenue - all
- Lower Sacramento Road - all *
- Stockton Street - all *
- Turner Road - all *
- Victor Road - all *

October 1987 - Traffic Ordinance introduced excluding the entire section on commercial vehicles and truck routes

This section was excluded due to objections by the residents and businesses on Kettleman Lane and because it was determined that any action by the council to establish Turner Road as a truck route would require the preparation of an Environmental Impact Report (EIR) because establishing a weight limit could have a significant impact on the business community and other streets and residents. The estimated cost for the preparation of this EIR was \$42,000 (1987 estimate).

January 1988 - Staff recommends that the city does not proceed with the EIR

In spite of the advantages provided by the establishment of truck routes staff had some reservations about having an EIR prepared. Also, since in January of 1988 a new state law went into effect allowing cities to restrict truck parking in residentially zoned areas, thus, the primary reason truck routes were considered no longer applies.

June 1988 - Council directed staff to prepare a study on prohibiting through trucks on Turner Road

July 1988 - Resolution number 88-97 adopted restricting through trucks on Turner Road

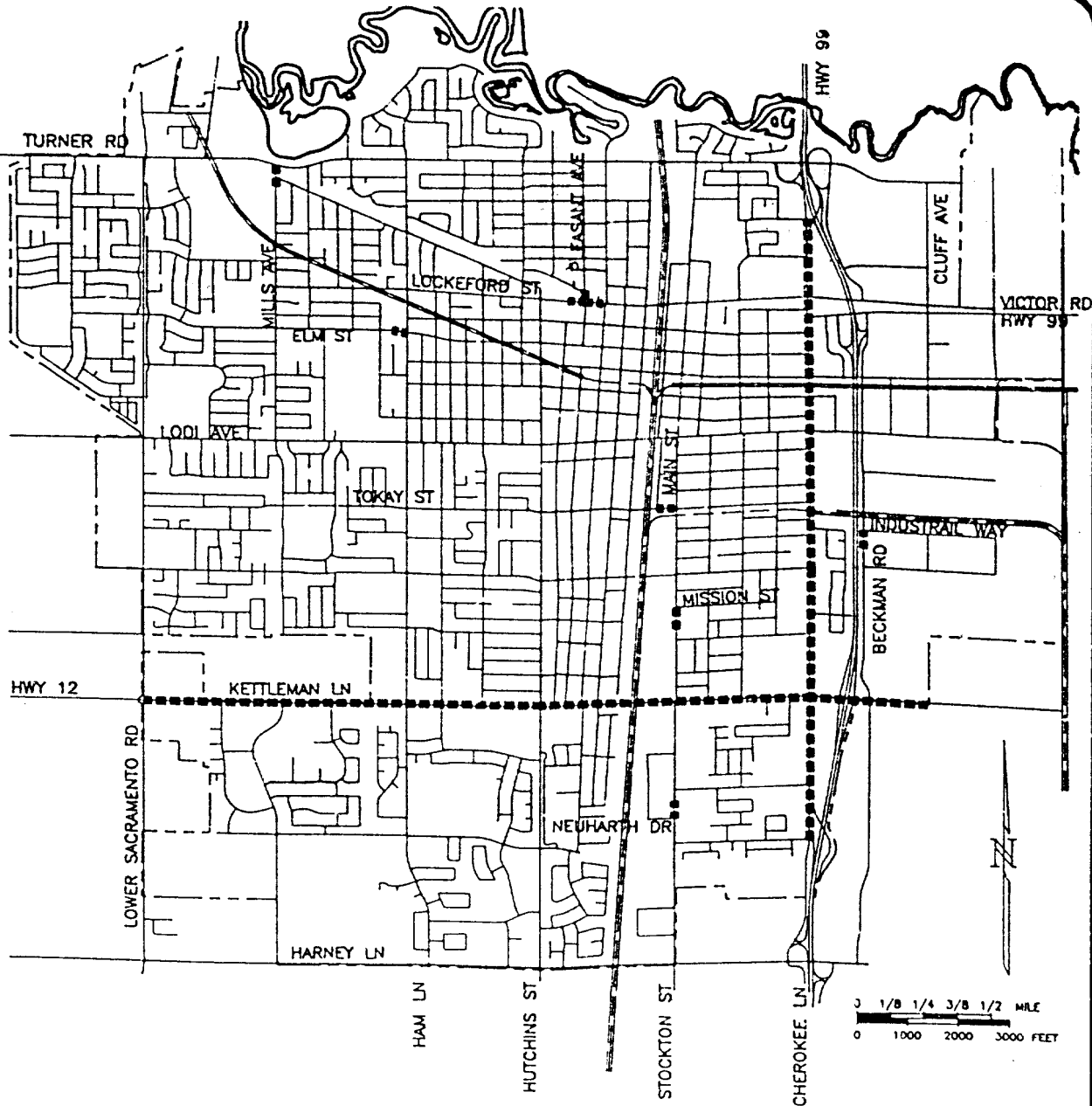
As directed by council, staff presented resolution number 88-97, prohibiting trucks on Turner Road between Highway 99 and Lower Sacramento Road (north). The restriction does not apply to truck traffic originating or making deliveries within the city of Lodi.



CITY OF LODI

PUBLIC WORKS DEPARTMENT

TRUCK PARKING PROBLEM AREAS



LEGEND

----- - PROBLEM AREAS

DATE: 1/8/93

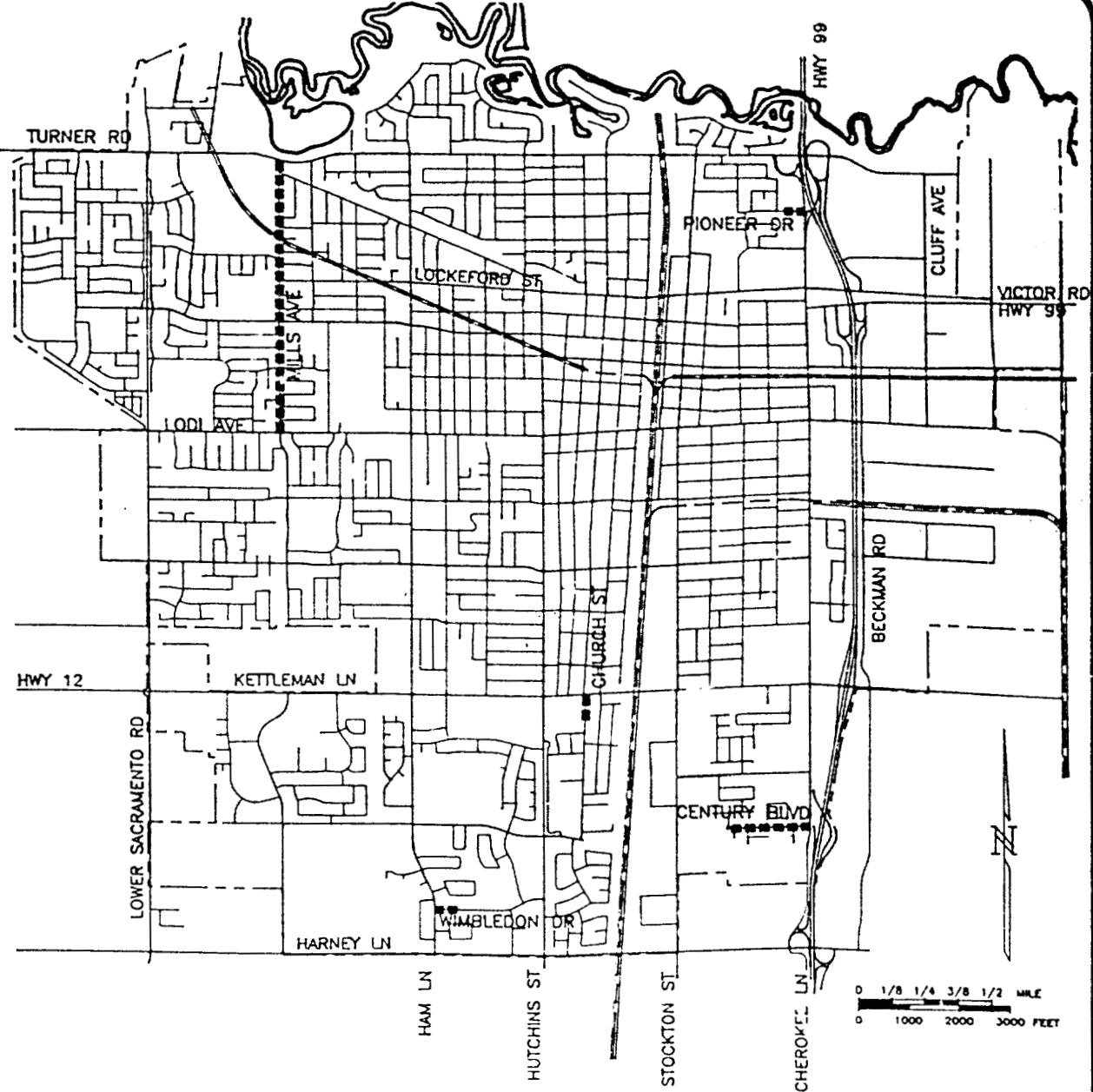
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CITY OF LODI

PUBLIC WORKS DEPARTMENT

TRUCK TRAVEL PROBLEM AREAS



LEGEND

----- PROBLEM AREAS

DATE: 1/21/93

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CITY OF LODI

PUBLIC WORKS DEPARTMENT

Lodi Municipal Code Section 10.52.050

10.52.050 Parking restrictions.

A. It is unlawful to park a commercial vehicle exceeding a maximum gross weight of five tons on any street in a residential district. For the purposes of this section, "residential district" is defined as residentially zoned areas designated by the city zoning code (any "R-" district) and includes schools, parks, playgrounds, community centers, churches, museums, golf courses (excluding miniature golf courses) and similar recreational uses of a noncommercial nature, and public utility service buildings where they are located in a residential district.

B. This section shall not prohibit parking of commercial vehicles in the process of being loaded or unloaded. (Ord. 1410 § 1 (part), 1987)

**CITY OF LODI**

PUBLIC WORKS DEPARTMENT

**California Vehicle Code
Section 22507*****Local Regulations***

22507. Local authorities may, by ordinance or resolution, prohibit or restrict the stopping, parking, or standing of vehicles, including, but not limited to, vehicles which are six feet or more in height (including any load thereon) within 100 feet of any intersection, on certain streets or highways, or portions thereof, during all or certain hours of the day. The ordinance or resolution may include a designation of certain streets upon which preferential parking privileges are given to residents and merchants adjacent to the streets for their use and the use of their guests, under which the residents and merchants may be issued a permit or permits which exempt them from the prohibition or restriction of the ordinance or resolution. With the exception of alleys, no such ordinance or resolution shall apply until signs or markings giving adequate notice thereof have been placed. A local ordinance or resolution adopted pursuant to this section may contain provisions which are reasonable and necessary to ensure the effectiveness of a preferential parking program.

Truck Parking and Travel Alternatives

ALTERNATIVES	ADVANTAGES	DISADVANTAGES
Alternative 1, Modify existing ordinance	<p>Eliminates truck parking adjacent to residences (except those in commercial zone districts)</p> <p>Allows truck parking adjacent to all major shopping centers</p> <p>Provides more available truck parking locations than Alternative 2</p>	<p>Difficult for Police Department to enforce</p> <p>Due to lack of signs, public would continue to be unaware of restricted areas</p> <p>Has no effect on truck travel</p>
Alternative 2, Establish truck routes	<p>Eliminates truck parking adjacent to residences, except for those on a truck route</p> <p>Ease of parking enforcement for Police Department. Trucks parked off of routes would be in obvious violation.</p> <p>Restricts both truck parking and truck travel off of truck routes</p>	<p>Truck parking allowed only on truck routes. Illegal adjacent to all commercial and industrial areas off of routes</p> <p>Difficult to determine truck route violators. Police Department would have to follow possible violators</p> <p>Truck parking adjacent to residential locations would be allowed unless signs or prohibited by ordinance</p>
Alternative 3, Install "no parking" zones	<p>Signs provide easiest Police Department enforcement and notification to public</p> <p>Allows for specific placement of restricted parking areas</p>	<p>Allows truck parking adjacent to all residences unless signs are posted</p> <p>Difficult to regulate truck parking. Trucks may move as "no parking" zones are added</p> <p>Large number and high cost of sign installation</p> <p>Other than at intersections (where 6' + restriction could be used), parking would be eliminated for all types of vehicles</p>

TRUCK.XLS

Exhibit E

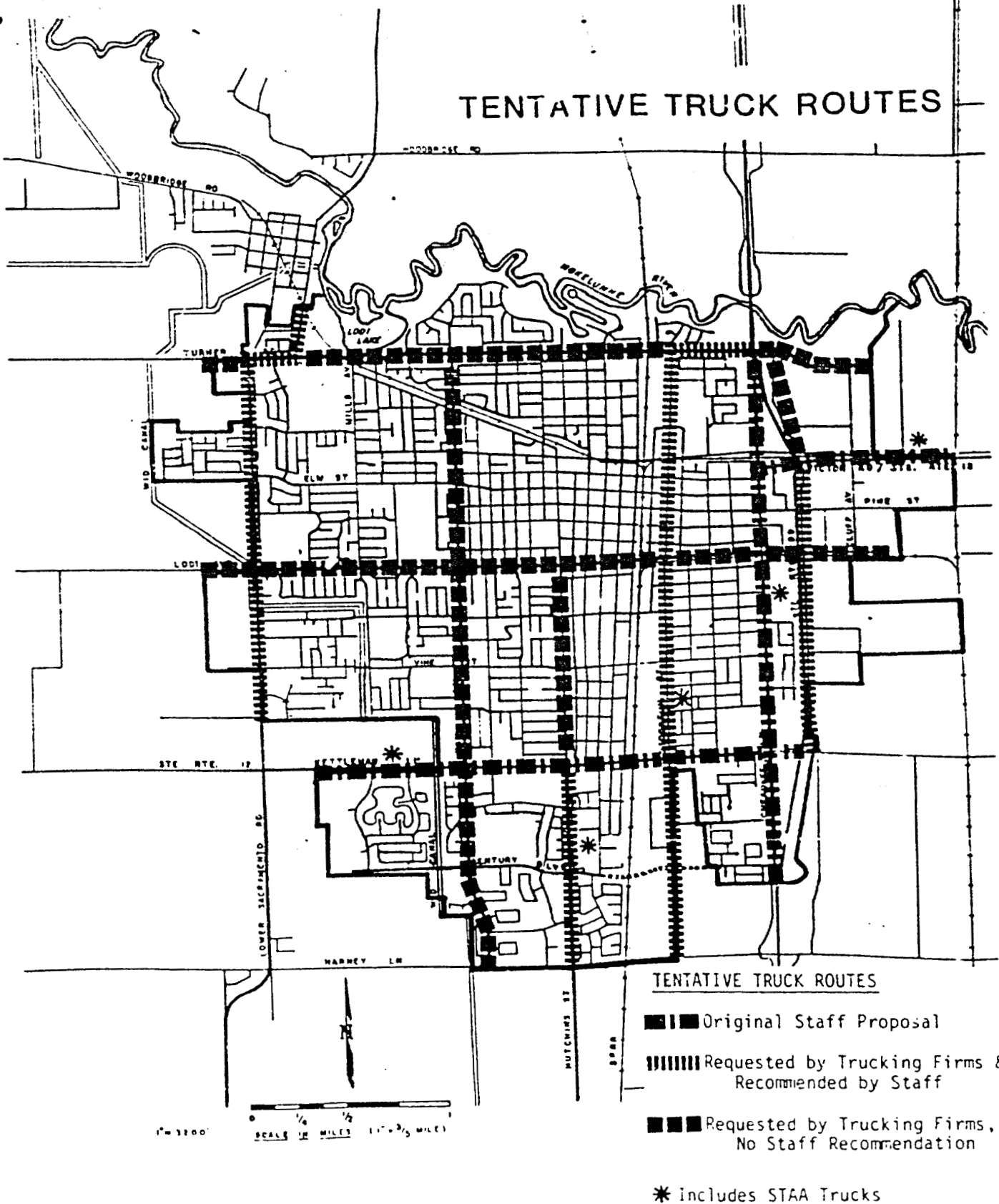
7

Exhibit F (Wall Map)

**TO BE LOCATED IN THE COUNCIL CHAMBERS
DURING THE COUNCIL MEETING AND**

**WILL BE AVAILABLE FOR REVIEW PRIOR TO THE
MEETING IN THE PUBLIC WORKS DEPARTMENT
TRAFFIC SECTION, LOCATED ON THE SECOND
FLOOR OF THE CITY HALL BUILDING AT 221 WEST
PINE STREET**

TENTATIVE TRUCK ROUTES





CITY OF LODI

PUBLIC WORKS DEPARTMENT

Lodi Municipal Code Section 10.52.010

10.52.010 Vehicle weight limits in city streets.

A. Whenever the traffic resolution of the city designates and describes any street or portion thereof as a street, the use of which is prohibited by any commercial vehicle and/or by any vehicles exceeding a maximum gross weight as is therein specified, the public works director shall erect and maintain appropriate signs on those streets affected.

B. No vehicle weight limit or restriction shall be established under this section without a public hearing. (Vehicle Code § 21101.) (Ord. 1410 § 1 (part), 1987)

RECEIVED

93 FEB -2 PM 12:43

ALICE M. KERR
CITY CLERK
CITY OF LODI

January 30, 1993

Honorable Mayor Phil Peninno
Council Members:

SUBJECT: Truck Parking and Travel on City Streets

The area bordered by Lower Sacramento Road/Turner Road/ Ham Lane/ Lodi Avenue, is primarily residential. On the corner of Elm Street and Mills Avenue is Reese School which is K-6th grade. The parcel at Mills Avenue and Lockeford Street also belongs to Lodi Unified School District with the potential of becoming another school site.

There are a large number of children using Mills Avenue now (plus the High School students from Lodi High), and not to restrict the traffic from large trucks is very dangerous.

There are no commercial areas in this area that need to be served by trucking that cannot be reached from any of the fringe streets mentioned at the beginning of this letter. These same border streets are also directly accessible from both major highways via either Lodi Avenue or Turner Road and Lower Sacramento and Ham Lane.

My major concern is in the affected area travel and defer to the City Staff as to the parking issue.

Mrs. Arlene Schlabs

Mrs. Arlene Schlabs
25 South Mills Avenue
Lodi, Ca. 95242

DECLARATION OF MAILING

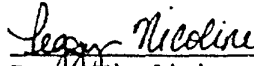
On February 5, 1993 in the City of Lodi, San Joaquin County, California, I deposited in the United States mail, envelopes with first-class postage prepaid thereon, containing a copy of the Notice attached hereto, marked Exhibit "A"; said envelopes were addressed as is more particularly shown on Exhibit "B" attached hereto.

There is a regular daily communication by mail between the City of Lodi, California, and the places to which said envelopes were addressed.

I declare under penalty of perjury that the foregoing is true and correct.

Executed on February 5, 1993 at Lodi, California.

Jennifer M. Perrin
City Clerk


Peggy Nicolini
Deputy City Clerk



CITY OF LODI

CARNEGIE FORUM
305 West Pine Street, Lodi

NOTICE OF PUBLIC HEARING

Date: March 3, 1993

Time: 7:30 p.m.

For information regarding this Public Hearing
Please Contact:

Alice M. Reimche
City Clerk

Telephone: 333-6702

NOTICE OF PUBLIC HEARING

March 3, 1993

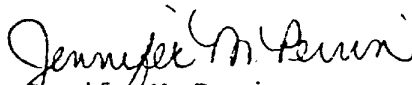
NOTICE IS HEREBY GIVEN that on Wednesday, at the hour of 7:30 p.m., or as soon thereafter as the matter may be heard, the City Council will conduct a public hearing to consider the following matter:

- a) To review the report and proposed ordinance on truck parking and travel on City streets.

All interested persons are invited to present their views and comments on this matter. Written statements may be filed with the City Clerk at any time prior to the hearing scheduled herein, and oral statements may be made at said hearing.


If you challenge the subject matter in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice or in written correspondence delivered to the City Clerk, 221 West Pine Street, at or prior to the Public Hearing.

By Order Of the Lodi City Council:


Jennifer M. Perrin
City Clerk

Dated: February 3, 1993

Approved as to form:


Bobby W. McNatt
City Attorney

— nice parking & Travel
on City Streets

&NAME
&ATTN
&ADD
&CITY

ARNEY PRINCE
MAIN STREET BODY SHOP
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LODI CA 95240

MIKE PATEL
RANCHO GRANDE MOTEL
807 S CHEROKEE LN
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GALT CA 95632

SHULZ BROS. TRUCKING
24375 N KENNEFICK RD
GALT CA 95632

RAUSSER BROS TRUCKING
11964 E LIBERTY RD
GALT CA 95632

POTTER ENTERPRISES INC
~~615 E PINE ST~~ P.O. BOX 2703
~~LODI CA 95240~~ LODI, CA 95241-2703

PIE NATIONWIDE
2007 N WILSON WY
STOCKTON CA 95205

MATHESON FAST FREIGHT INC
~~102 E WALNUT ST~~
~~LODI CA 95240~~

~~MR TRUCKER~~
~~860 E PINE ST~~
~~LODI CA 95240~~

LODI TRUCK SERVICE
1430 S CHEROKEE LN
LODI CA 95240

KISHIDA TRUCKING
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ACAMPO CA 95220

KISHIDA TRUCKING CO
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LODI CA 95240

JSG TRUCKING CO INC
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ACAMPO CA 95220

~~CABRAL TRUCKING SERVICE
P O BOX 132
LODI CA 95241-0132~~

C W ENTERPRISES
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BEACH TRUCKING
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FRANK C ALEGRE TRUCKING INC
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LODI CA 95240

PACIFIC COAST PRODUCERS
32 E TOKAY ST
LODI CA 95240

GENERAL MILLS INC
P O BOX 3002
LODI CA 95241-1906

Fred and Coralee Dutra
2307 Yosemite Dr
Lodi, CA 95242

Ermino Urias
612 Rutledge Dr
Lodi, CA 95241

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CITY COUNCIL

PHILLIP A. PENNINO, Mayor
JACK A. SIEGLOCK
Mayor Pro Tempore
RAY C. DAVENPORT
STEPHEN J. MANN
JOHN R. (Randy) SNIDER

CITY OF LODI

CITY HALL, 221 WEST PINE STREET
P.O. BOX 3006
LODI, CALIFORNIA 95241-1910
(209) 334-5634
FAX (209) 333-6795

RECEIVED
THOMAS A. PETERSON
City Manager
JENNIFER M. PERRIN
City Clerk
BOB McNATT
City Attorney

January 27, 1993

SUBJECT: Truck Parking and Travel on City Streets

Dear Concerned Citizen:

Enclosed is a summary of the staff report on truck parking and truck travel on City streets which will be presented to the City Council at the Council meeting on Wednesday, February 3, 1993, at 7:30 p.m. At this meeting, Council will be considering setting a public hearing for a future date to discuss the alternatives shown in this report. Since a public hearing is required to introduce or modify an ordinance, no action can be taken at the February 3 meeting. However, if you would like to comment on this item, you are welcome to attend this meeting, which will be held in the City Council Chamber, Carnegie Forum, 305 West Pine Street.

The complete report is available in the Traffic Division of the Public Works Department located on the second floor of City Hall, 221 West Pine Street. Office hours are Monday through Friday, 8:00 a.m. to 5:00 p.m.

If you wish to communicate with the City Council, please contact Jennifer Perrin, City Clerk, at (209) 333-6702.

If you have any questions about the item, please call Paula Fernandez, Rick Kiriu or me at 333-6706.



Jack L. Ronsko
Public Works Director

JLR/RSK/lm

Enclosure

cc: City Clerk ✓

TRUCK.DOC

TRUCK PARKING AND TRAVEL ON CITY STREETS
Mailing List for February 3, 1993 City Council Meeting

ARNEY PRINCE
MAIN STREET BODY SHOP
520 MAIN ST
LODI CA 95240

MIKE PATEL
RANCHO GRANDE MOTEL
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